

SEATTLE BIKEABILITY TOUR REPORT: SR-520 PROJECT AREA

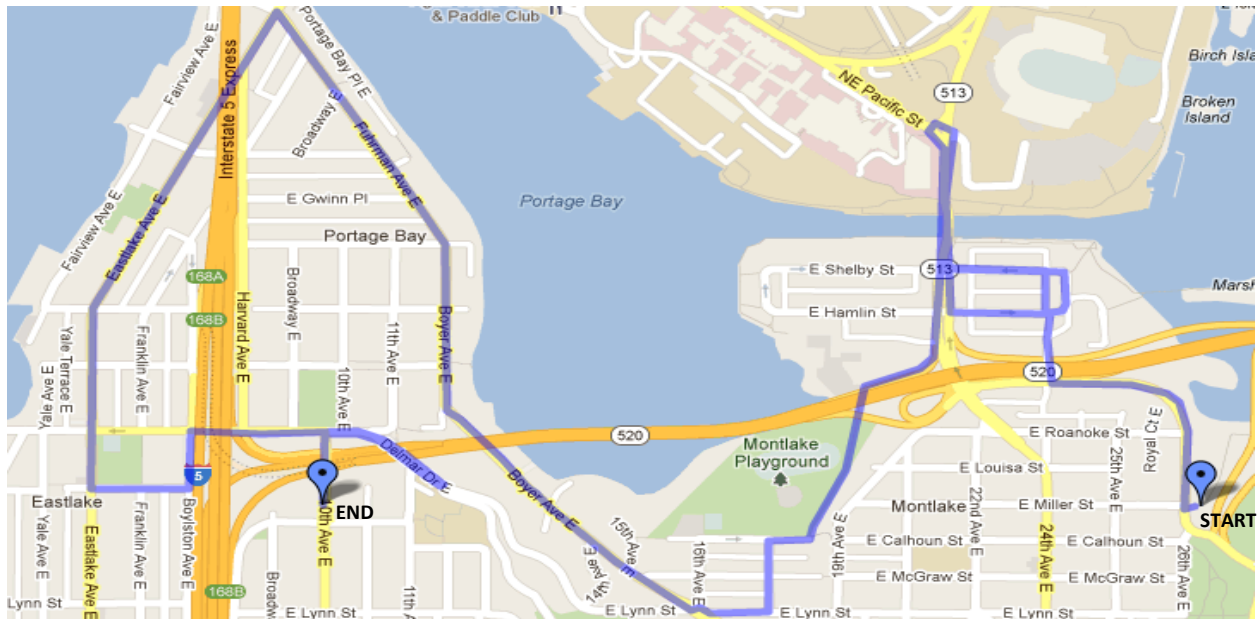
Date of tour: June 2, 2012

Purpose: To engage other organizations and members of the community in identifying challenges and opportunities for enhanced connectivity, and increased safety and comfort for bicycle riders and pedestrians of all ages and abilities in and around the SR-520 project area.

Attendees:

- Max Hepp-Buchanan, Seattle Bicycle Advisory Board (SBAB)
- Gabe Grijalva, SBAB
- Ann Boyd, SBAB
- Liz Nixon, SBAB
- David Goldberg, Seattle Pedestrian Advisory Board (SPAB)
- Victor Stover, SPAB
- Seth Schromen-Wawrin, SPAB
- Anna Spooner, SPAB
- Kevin McDonald, Seattle Planning Commission
- Tessa Gregor, Cascade Bicycle Club
- Bob Edmiston, Seattle Neighborhood Greenways
- Lionel Job, Montlake Greenways
- John O'Neil, Seattle Preparatory School

Route:



General Recommendations:

- Incorporate a bicycle/pedestrian facility in the design of the new Portage Bay Bridge, allowing bicycle riders and walkers to easily and safely connect from the new SR-520 bridge to Capitol Hill via Montlake, as well as to bike routes connecting to Eastlake, South Lake Union and Downtown.
- Improve level of service and connectivity for walkers, bicycle riders, and transit users, navigating to and/or through both the Montlake interchange/future lid area, and the 10th and Delmar intersection/future lid area.
- Plan for and build separated/protected bicycle facilities (cycle tracks, buffered bike lanes) to the greatest extent possible – minimize the use of sharrows.
- Design now for the intuitive wayfinding of bicycle riders and pedestrians in the future.

Area: Current MOHAI Parking Lot

Observations:

- Unique opportunity to increase green open space and improve connectivity for bicycle riders and pedestrians.

Specific Recommendations:

- Restrict motor vehicle access to site, but permit bicycle riders and walkers to access future open space from 24th Ave E and the regional trail.



Area: Shelby/Hamlin Couplet

Observations:

- Great site for a future neighborhood greenway that could help connect people from Montlake to the future Link light rail station.

Specific Recommendations:

- Improve pavement quality and apply greenway treatment such as signage, paint, and restricted motor vehicle access.



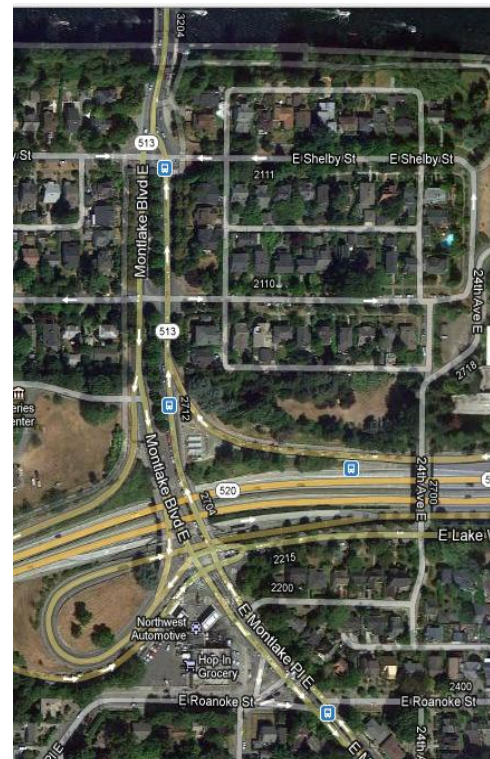
Area: Montlake Interchange

Observations:

- Difficult for bicycle riders and pedestrians to navigate through safely and efficiently.

Specific Recommendations:

- Improve level of service for walkers, bicycle riders, and transit users navigating to and/or through the area.
- Design for multiple connections and paths for walkers and bicycle riders – options that accommodate both commuters and neighborhood residents.
- Minimize the presence of motorized vehicles and the width of the roadway on the Montlake lid to maximize its potential programmability in later design stages.
- Build north/south bicycle and pedestrian facilities on both sides of Montlake Blvd E, thereby separating and enhancing north/south connectivity as well as east/west connectivity.



Area: Bill Dawson Trail

Observations:

- Great potential for enhanced connectivity.
- Many people do not currently know about the trail.

Specific Recommendations:

- Improve paths horizontal and vertical geometry as trail goes under bridge, signage, trail width, lighting, and markings to maximize visibility and safety.



Area: 10th and Delmar Intersection/Future Lid Area

Observations:

- Ideal landing area for the bike/ped facility on the Portage Bay Bridge.
- The Interlaken/Delmar trail connection appears to be an adequate connection for pedestrians but needs improvement for bicycle riders.

Specific Recommendations:

- Work with Seattle Preparatory School to land the bike/ped facility along the Portage Bay Bridge on their property, enhancing connectivity for thousands of residents, commuters, and students.
- Improve safety and connectivity for all users along and across Delmar.
- Ensure complete bicycle connectivity between the new Portage Bay Bridge/SR520 and 10th Ave E (north to Capitol Hill), E Roanoke St and Eastlake Blvd (east and north to South Lake Union, East Lake and Downtown) , and Harvard Ave E/Broadway E (south to Eastlake Ave E and UW).
- Work to extend the Delmar lid as far to the east and west as possible to maximize its benefits.
- Improve the LOS for pedestrians along Roanoke between Franklin and 10th. Improving these intersections is especially important to develop safe walking routes between the neighborhood and the local public schools (Montlake Elementary and TOPS).

